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*“Times have changed, and the all-season tires have evolved and come along,” said State Trooper Rich Magnussen. “Our troopers use them all winter long on mountain passes and rarely have any problems.”\**

*Dave Overstreet, spokesman for the American Automobile Association in Spokane, said AAA supports user fees for studs because of the damage they do to roads. “There are other new technologies that are just as good or probably better,” he said.\**

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\*FromWenatcheeWorldNews,Jan.18:Endoftheroadforstuddedtires?

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## WSDOT’s Perspective on Banning Studded Tires

*This year, the Transportation Commission forwarded a recommendation to ban studded tires to the Governor’s office and the legislature. The Washington State Department of Transportation agrees with the recommendation. Studded tires pose many safety hazards to motorists mainly because of the excessive wear and damage imposed on roadway surfaces. WSDOT has been working to recommend appropriate standards and alternatives to studded tire use in Washington.*

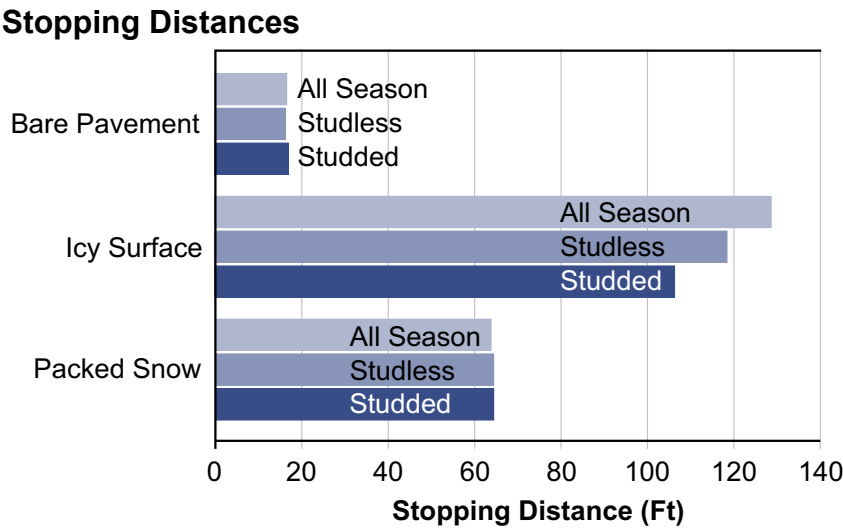
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## Why does WSDOT support a studded tire ban?

WSDOT is concerned about safety 365 days a year

- Rutting
- Hydroplaning
- Ponding
- Excess road spray
- Auto pilot problem

Studded tires provide a safety advantage only on icy conditions – a condition that occurs less than one percent of the time. In addition, WSDOT has an aggressive snow and ice removal program.



### Alternative studless tires are available

Excellent alternatives to studded tires exist now that weren't available in years past. Today virtually all manufacturers make studless tires.

### Roadways are experiencing significant damage

Concrete: 100 percent of visible rutting is caused by studs. There are not any low cost fixes to the stud damage. Even bridge decks, where there shouldn't be significant damage — rutting is evident.  
Examples: I-90 Spokane Viaduct  
I-90 Sunset Hill (Spokane)  
I-5 in Tukwila

Asphalt: Studs cause approximately 60% of the rutting damage  
The other 40% is a combination of regular wear and tear and the nature of the asphalt material  
There are 171 lane miles of rutting greater than 1/2 inch deep. That's equivalent to the I-5 from Olympia to Seattle.



Asphalt pavement on I-90 near Spokane.

## How much is the damage?

WSDOT conservatively estimates that the damage caused by studded tires is at least \$10 million annually. Next year WSDOT will utilize a scan laser which will look at old and new pavement and assess if damage is due to studs or other wear and tear. We're working closely with the tire industry to come to an agreement on studded tire impacts.



Concrete pavement on I-90 in Spokane.

### Don't trucks also cause the asphalt damage?

Not to the degree studded tires do. While some wear does occur, surfacing material and placement specifications are designed to minimize damaging effects from normal tire wear – from all automobiles to commercial trucks. However, there is no way to mitigate for the damage caused by studded tire wear.

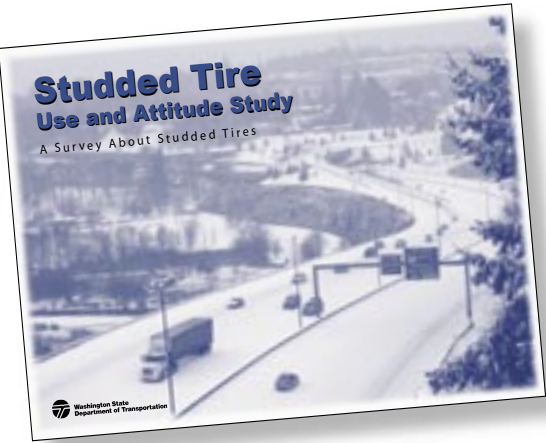


### What about lightweight studs? Didn't those make a difference in roadway damage?

Yes, an approximate 20 percent reduction is estimated. In April 1999, a revision to the Revised Code of Washington (RCW) for requiring the use of lightweight studs passed. The RCW modification resulted in a stud that is 20 percent lighter than the conventional stud with an estimated reduction in pavement damage of approximately 20 percent. The resulting effects of the modification are best illustrated by an example: If pavement damage due to a conventional studded tire was requiring an asphalt pavement rehabilitation in 10 years, the lightweight stud would extend the pavement life to 12 years.

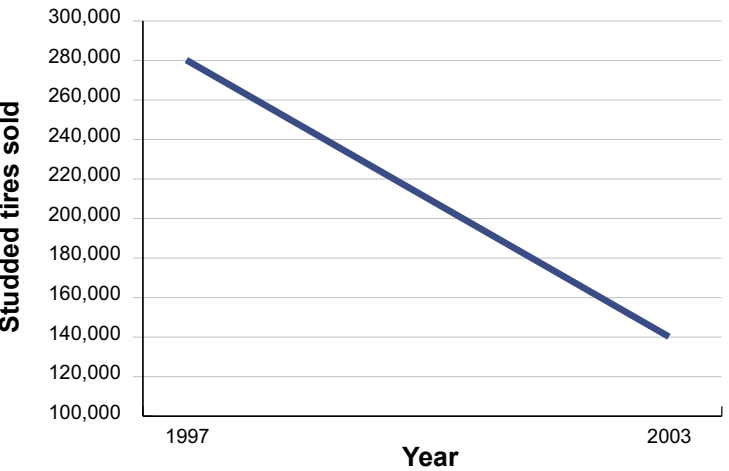
## What does the public think about banning studded tires?

A recent survey showed those who use studded tires continue to support their use despite information about safety issues and damage to roadways. Those who don't use studded tires support the ban.



### How many studded tires are out there?

That's a good question. The tire industry recently indicated that in 96-97, they sold 280,000 studded tires in Washington. In 2003, the industry sold 140,000. While the trend is certainly decreasing, we don't know how long the studded tires will last or how many may be out there.



- The trend and use appears to be dropping
- Public education and marketing of alternatives need to continue to be emphasized

WSDOT is partnering with the tire industry to arrive at a solution to the studded tire issue that works for everyone — motorists, taxpayers and retail tire manufacturers.